

German Economic Commission
for the Soviet Zone of Occupation
Main Administration Traffic
Directorate General Reichsbahn

STAT

In re: Report concerning the functions of the German Reichsbahn
in the Soviet Zone of Occupation during April 1949

I. Matters pertaining to traffic:

A. Passenger Traffic

By special order of the Soviet Military Administration the distribution of all types of transit travel certificates to the Western Zones was discontinued as of 1 April 1949. The Main Administration of the Western Zones' Railroads thereupon proceeded similarly, so that complete agreement exists.

The ticket offices in the railway stations of the Western Sectors of Berlin since 7 April issue railroad tickets for Berlin's S-Bahn, as well as for long distance travel, against Deutsche Marks of the Deutsche Notenbank and against Marks of the Western Sectors. These tickets are variously distinguished according to currency.

On 15 April 1949 an assessment for hand luggage was introduced by the long distance service and the Berlin S-Bahn of the Soviet Zone of Occupation.

B. Freight Traffic

The traffic situation developed very favorably during the month of April. Transport operations increased considerably as compared with March although the rolling stock in circulation was greatly cut down due to increase of SMA reserves. The rolling stock in circulation at this time (25 April) amounts to only 65,000 cars.

There was a steady flow of operations throughout the month, as substantiated by turn-around times achieved. The section turn-around up to 25 April amounts to only 4.03 days as against the 4.3 days allowed under the Technical Plan. Turn-around time for local freight was only 1.94 days as against 2.15 days under the Technical Plan. In the Greifswald Sector, where operational complications ensued due to re-routing of potato shipments destined for Berlin, in order to by-pass tracts of the Berlin Western Sectors, and where the operating rolling stock was greatly in excess of the Plan, the specified turn-around times could not be met.

Sector Cottbus was obliged to perform additional shunting services in connection with the assembling of empty cars for East transports from Poland and for transport of empty cars suitable for transit to the East. This resulted in undue strain on operations and temporary diversion of necessary shunting locomotives. As a result the Cottbus Sector was unable to fully meet the turn-around time for local freight movements as designated under the Plan.

Poland's operations in taking over loaded cars consigned to Poland and Russia were considerably smoother in April than in the month preceding, thus greatly reducing the back-log of eastbound trains due to tie-ups. Difficulties ensued only in the Dresden Sector where the Czechoslovakian/German Controls CSG refused to take over numerous cars at Bad Schandau because they ~~were~~ not suitable for transit service or failed to be loaded in accordance with regulations. Moreover, car movements frequently came to a standstill at Schandau because "Derutra", the consignee, took a long time for the clearance of cars. Other irregularities, such as damage to cars en route, failure to carry proper documents, etc., also contributed to the incurrence of a back-log. Meanwhile this situation has been relieved considerably, since the necessity of

careful examination of cars intended to pass CSD crossing points has been pointed out to the responsible authorities. The back-log for Czechoslovakia has been reduced from 910 cars on 3 April to 366 cars on 26 April.

Due to the generally favorable traffic situation, loading operations have been increased as compared with the previous month, despite reduced activity during the Easter holidays. With the exception of RBD Cottbus all sectors reached the loading target and from present indications even Cottbus will most likely make up the back-log created by the Easter holidays before the end of the month.

During April the greatest part of transport operations again consisted of coal shipments. It was even possible to increase such transports. In order to offset anticipated decrease in operations during the Easter holidays, an increased daily schedule for loading coal was set up. The coal loading quota on zonal level was over-fulfilled, although the Dresden sector fell short of it due to insufficient loading facilities. Cottbus also fell short of the target, despite adequate supply of empty cars; however, it may be assumed that these back-logs will be made up before the end of the month.

Fertilizer shipments were also heavy, due to exports and spring tilling. The quota could not be filled, however, because of insufficient loading orders in the Magdeburg and Erfurt sectors.

During the month of report potato shipments, which in preceding months had been held back due to unfavorable weather conditions, were resumed at a greater rate. Transports of potatoes for food consumption went chiefly from the Greifswald and Schwerin sectors to Berlin and Saxony. The incoming freight depots of Greater-Berlin did not have adequate storage facilities to cope with the heavy arrivals. Hence shipments to Greater-Berlin had to be blocked for a period of eight days and will only be resumed on 26 April. The last decade

marked the beginning of 68,000 to potato shipments for food consumption from Mecklenburg Land to Saxony. Besides, shipments of seed-potatoes from Land Mecklenburg to Saxony, Saxony-Anhalt, and Thuringia were also handled. The seed-potato project was to have been completed by the end of April; however, it will continue into the first half of May because shipments began later than planned. Despite the partly very heavy potato shipments, especially in the Greifswald and Schwerin sectors, the potato loading quota for the Zone was not fulfilled. In a number of sectors, particularly in Magdeburg, large quantities of potatoes ready for shipment have not yet been released.

The fulfillment of the shipping quotas for grain and flour, refined and crude sugar, for textiles and goods of category II has been considerably affected by the shortage of freight cars. In the case of other goods whose shipping quota was not met, such as salt, wood-alcohol, molasses, liquid motor fuels, building materials, cement, and gravel, loading facilities were inadequate.

The results of traffic achievements for the month of April, as compared with planned figures and results achieved during the previous month are listed in detail in the attached table.

Table of Traffic Operations
in the period from 1 to 30 April 1949

As compared with operations during the same period of the previous month

1. Loading and arrival of loaded cars

a. General

	<u>April</u>	<u>Previous Month</u>	<u>Difference Total in %</u>	
Total loaded	469344	492254		
daily average	16311	15879	+ 432	2.7
Quota	15600	15050		
Quota filled	104.6	105.5		

Loadings in the various Sectors

<u>RBD</u>	<u>Daily loading Quota</u>	<u>Actually Loaded Total cars</u>	<u>Daily avg.</u>	<u>% of Quota</u>
Berlin	665	21211	707	106.3
Greifswald	575	19539	651	113.3
Schwerin	900	30835	1028	114.2
Cottbus	2215	67180	2239	101.1
Magdeburg	2240	68687	2290	102.2
Halle	5000	156413	5214	104.3
Erfurt	2150	65887	2196	102.2
Dresden	1855	59592	1986	107.1

b. Loading of Coal

<u>Unternehmen</u>	<u>April</u>	<u>Previous Month</u>	<u>Difference Total in %</u>	
Total loaded	202482	205893		
daily average	6749	6642	+ 107	1.6
Quota	6500	6200		
Quota filled	103.8	107.1		

c. Other Goods

Wood	24307	30215	- 5908	19.6
Livestock	1814	32	- 618	24.5
Other ec. goods	31560	34540	- 2960	8.6

	<u>Daily loading Quota</u>	<u>Actually Loaded Total cars</u>	<u>Daily aver.</u>	<u>% of Quota</u>
Mixed freight and express shipments	16256	16379	+ 1677	10.1
Grain and flour	7399	8804	- 1405	16.0
Fertilizer	29944	30189	- 245	0.8
Sugar	2834	5524	- 2670	48.3
Service equipment	20243	21996	- 1753	8.0
Occupation Gds. incl. trophies	14623	12923	+ 1700	13.2
Potatoes	18953	4494	+14459	321.7
Building material	25219	27464	- 2245	8.2

In comparing results it should be noted that April has only 30 days.

d. Arrival of loaded cars

	<u>April</u>	<u>Previous Month</u>	<u>Difference</u>	
			<u>Total</u>	<u>In Percent</u>
Total	24363	23540		
Daily Average	812	759	+ 53	7.0
Quota	825	973		

2. Turn-around time

	<u>April</u>	<u>Previous Month</u>
Rolling stock in circulation	67761	69919

Railroad Operations

Loading	16311	15879
Received loaded	812	759
Operations	17123	16638
Quota	16425	16023
Quota filled	104.2	103.9
Turn-around	3.96	4.2
Quota	4.3	4.4

Underfulfillment = 7.9 percent = 4.5 percent

Results for various Sectors

<u>RBD</u>	<u>According to Technical Quota</u>	<u>Actual</u>	<u>Difference</u>
Berlin	2.6	2.31	- 0.29

Greifswald	1.6	1.71	+ 0.11
Schwerin	2.6	2.41	- 0.19
Cottbus	2.0	1.97	- 0.03
Magdeburg	2.1	1.99	- 0.11
Halle	2.5	2.10	- 0.40
Erfurt	2.6	2.48	- 0.12
Dresden	1.95	1.74	- 0.11

3. Rolling Stock in Circulation

	<u>April</u>	<u>Previous Month</u>	<u>Difference Total</u>	<u>In Percent</u>
Quota	70628	70500		
Total	2032834	2167476		
Daily average	67761	69919	- 2158	3.1
In percent of quota	95.9	99.2		

Soviet Zone balance for traffic with foreign countries and other Zones of Occupation during the period from 1-30 April + 2331

Specifically with the Polish Railroads	+ 2697
" " " Czechoslovakia Railroads	- 968
" " " US Zone	- 54
" " " UK Zone	+ 47
" " " Danish & Swedish	+ 9

4. Local Shipments for the Zone

	<u>April</u>	<u>Previous Month</u>	<u>Difference Total</u>	<u>In Percent</u>
Quota	32885	32560		
Total	953617	1049539		
Daily average	31787	33856	- 2069	6.1
In percent of quota	96.6	104.0		

For the various sectors specifically the following averages were arrived at:

	<u>For the Zone</u>			<u>For the specific Sector</u>		
	<u>As per the techn. quota</u>	<u>Actually determined</u>	<u>In %</u>	<u>As per the techn. quota</u>	<u>Actually determined</u>	<u>In %</u>
Berlin	4050	3810	94.1	2400	2291	95.5
Greifswald	1385	1475	106.5	630	726	115.2
Schwerin	3010	3149	104.6	2210	2195	99.3

Cottbus	2550	3009	117.8	600	695	115.8
Magdeburg	4000	3732	93.3	2001	2125	106.2
Halle	8950	7603	84.9	4020	3347	83.3
Erfurt	4500	4475	99.4	2865	2945	102.8
Dresden	4450	4540	102.0	3500	3704	105.8

Turn-around of Local Shipments
Results for specific Sectors

<u>RED</u>	<u>As per</u> <u>Techn. Quota</u>	<u>Actually determined</u>	<u>Difference</u>
Berlin	1.2	1.10	- 0.10
Großfswald	0.9	0.93	+ 0.03
Schwerin	1.7	1.68	- 0.02
Cottbus	0.75	0.77	+ 0.02
Magdeburg	1.15	1.01	- 0.14
Halle	1.2	1.01	- 0.19
Erfurt	1.5	1.36	- 0.14
Dresden	1.0	1.00	- 0

6. Unloading

	<u>April</u>	<u>Previous</u> <u>Month</u>	<u>Difference</u> <u>Total</u>	<u>In percent</u>
Total unloaded	490497	490293		
Daily average	16350	15816	+ 534	3.8
Quota	15300	14800		
In percent of quota	106.9	106.9		

7. Transit

Number of shipments destined to leave Soviet Zone

	<u>April</u>	<u>Previous</u> <u>Month</u>	<u>Difference</u> <u>Total</u>	<u>In percent</u>
Quota	8215	9000		
Total	210582	232107		
Daily average	7020	7487	- 467	6.2
In percent of quota	85.5	83.2		

8. Loading and Unloading on Sundays and at night

	<u>April</u>	<u>Previous</u> <u>Month</u>	<u>Difference</u> <u>Total</u>	<u>In percent</u>
a) Total loadings	45125	45592		
Daily average	11281	11398	- 117	1.0

b) Total unloadings	64636	61885		
Daily average	16209	15471	+ 738	4.8

II. Night Operations (24 to 12 hours)

Loading	42.9	39.8
Unloading of total operations	42.7	42.0

9. Empty Car Park

	<u>April</u>	<u>Previous Month</u>	<u>Difference</u>	
			<u>Total</u>	<u>In Percent</u>
Quota	29518	28940		
Total on hand	868625	885830		
Daily average	28954	28575	+ 378	1.3
In percent of Quota	98.1	98.7		

10. Forwarding

Forwarded to adjoining Sectors and Administrations:

	<u>April</u>	<u>Previous Month</u>	<u>Difference</u>	
			<u>Total</u>	<u>In percent</u>
Quota	22350	21800		
Total	728830	712690		
Daily average	24294	22900	+ 1394	+ 6.1
In percent of quota	108.7	105.5		

II. Operations

Loading operations remained active and for the most part exceeded the target under the Technical Plan, on some days reaching a total of over 18,000 cars, thereby continuing to make high demands on the operational set-up during the month of April. Reduction of operations over the week-ends were steadily compensated so that on 20 April there was a plus of 2,875 cars as against the monthly quota. The execution of operational tasks was satisfactory in general.

Heavy traffic influx from the Halle and Erfurt Sectors via Berlin and Magdeburg to the Sectors Greifswald and Schwerin caused temporary difficulties in the supply of adequate motive power in the Berlin Sector and in Wittenberge and Neustrelitz. ^{Predominant} ~~Preponderant~~ shipments of food supplies from Sectors Schwerin and Greifswald to Berlin increased detours via the route Fuerstenberg-Templin-Eberswalde.

However, re-routing of potato shipments from the Schwerin sector via Nauen-Wustermark helped to ease the situation.

In order to relieve the Magdeburg-Stendal-Wittenberg-Ludwigslust sector and establish through-connections for the detour route Belzig-Brandenburg-Rathenow-Neustadt/Dosse-Meyenburg-Guestrow to Rostock 12 schedules for essential freight transports were set up.

Due to insufficient cargo space at the Ostsee ports the back-log mounted to 104 trains on 9 April. Of these trains, 50 had been destined for transit to Poland, 6 for Stettin and 36 for Ostsee ports. This caused considerable encumbrance of the operating systems of stations Rostock and Wismar, as well as at auxiliary stations in the Schwerin sector. By 20 April a definite improvement was noted due to reduction of the total back-log to 25 trains.

In the service between Sovzone and Czechoslovakia delays in border clearance at Bad Schandau, the crossing point, created a precarious situation, particularly at the beginning of the month.

Operation of the circuitous route Senftenberg-Schooneweide-Tempelhof ^{Finzig} station-Wuensdorf-Senftenberg, which had recently been introduced, was abandoned for the present because of technical reasons.

As of 10 April, twin trains D 13/14 will be operated daily between Berlin Stettiner Bahnhof and Stralsund, via Angermunde.

During the month of report 151 trains were run to cope with traffic created by resettlement and returnee operations. 122,217 persons were moved.

Transition to "summer-time" was smooth.

Compared with last month there has been a small increase in the fixed coal supply for operational purposes. Present supplies cover approximately 9 days.

III. Matters pertaining to Machines and Service Equipment

A. Operational Equipment Service

During April the total locomotive stock increased from

7 009 to ⁷ 011. Locomotives 86 025 and 86 024 were removed from stock, while newly constructed locomotives 44 1233, 44 1240, ^{56 827 and} 56 835 were added. Of these 7 011 locomotives 4 232 are in operation, 2358 awaiting repairs and 421 in reserve stock. Furthermore, the Soviet Military Administration will return 44 reserve locomotives of type 44 (to the Reichsbahn). These will be distributed among ^a Cottbus, Dresden, Halle and Magdeburg, where they will be set aside as reserve locomotives.

An average of 2 340 locomotives were in daily operation, 1 055 of them for freight service, 636 for passenger trains and 649 for shunting. The number of trains operated mounted to a daily average of 4150 as compared with 4127 trains operated during the preceding month. With fewer locomotives in use the number of trains increased. Efforts towards greater utilization of loading capacity have been successful, so far. Average load of freight trains was increased from 595 to per train as of the end of 1948 to 657 to, i.e., 11 percent. Exploitation of freight service was further increased, so that an average of 3.9 trains per day were operated by one locomotive as against 3.8 trains ^{during} the preceding month.

In the freight service the daily run of locomotives in the second decade of April reach 210 km as against a quota of 205 km and in the passenger service 260 km, as provided under the plan. The total figures for locomotive repairs amounted to 32.4 percent as compared with 34.2 percent the preceding month. The number of minor repair requirements could be further decreased, i.e., from 6 450 in January to 6052 in March. The number of operable locomotives which could be withdrawn from the service has been steadily increased and at present amounts to 460. Of the SMAD quota of 250 reserve locomotives 240 were set aside, while 10 are in temporary operation so that their performance can be tested.

mechanical
oil consumed
 The situation of mechanical equipment service operations, eased up completely during April. Difficulties with regard to motive power occur only at intervals and particularly in the event of "bunched" trains. Despite a further increase in daily train runs the flow of operations has not been affected and the length of time locomotives are kept out to meet and pull trains has been considerably reduced. The number of trains without locomotives has ~~consistently~~ been brought down to ten in the second half of April.

The experiments with coal-dust engines were continued and efforts were made to get along with as little and as simple auxiliary equipment as possible for conducting the coal-dust to the fire-box. Upon completion of the experiments, which have thus far been successful, a sizable number of locomotives, types 58 and 44, are to be converted into coal-dust engines.

Tires of all locomotives in defective stock were carefully measured and their thickness obtained, in order to ascertain the exact reserves of usable tires available.

The new coal consumption standards and the newly evolved, SMA-approved coal premium system will be introduced experimentally ^{only} 1 May 1949. For the present, however, the system will be in force during the next two months for comparison purposes.

Consignment of defective locomotives to the repair shops was based on degree of emergency existing in the various sectors, possibility of repairs, and operational priority of the locomotive model.

B. Operating and Repair Service

The total number of freight cars has further increased. On 20 April 1949 approximately 94,300 freight cars were accounted for as compared with 92,500 on 20 March 1949. Of these 10,296 or 11 percent of the total stock were defective, as against 7,761 or 8.4 percent on 20 March 1949. The increase was caused by the constant influx of greatly defective "trophy" cars, being returned from foreign countries, and by loss of working hours during the holidays.

The latter is especially applicable to the "light defects" group G1 to G3 which are normally quickly repaired and returned to operations by the techno-mechanical service stations, whereas the loss of working hours during the holidays resulted in the piling up and consequent increase of defective stock.

The technical service stations for mechanical equipment reached 122 percent of their freight car repair target for the previous month. Regarding maintenance of freight cars in our Zone, coordination with the RIV (Tr: Reichsbahn Interzonales Verkehrswesen - Interzonal Traffic Regulations ?) is being considered. This would necessitate inspection of cars by G2 and G3 after 1½ and 3 years, respectively, rather than after 2 and 4 years, respectively, as heretofore.

The marking of all passenger trains with the symbol of the Soviet Zone of Occupation has been ordered so as to avoid possible loss of trains by departure from zone.

In the near future further measures will be instituted by the Railroad Repair Shops towards elimination of the repair back-log and the expediting of current volumes.

C. Work in connection with electrical operation of trains

Repair service at the electric power plants and sub-stations was continued. The high tension rectifier plant "Sonnenallee" (two rectifiers of 1,200 kw each) which was damaged during the war has been reconditioned and will be operating again soon.

The maintenance and repair of motor-propelled trains as well as the repair of defective cars was continued at railroad and private shops. By order of the SMA 200 S-Bahn cars are to be re-painted in the course of the next two months. Work was begun the middle of April at the railroad repair shops "Schoeneweide".

D. Techno-mechanical Plants

The chemical cleaning of locomotive boilers at the Lichtenberg plant was continued. Procurement of vital materials for the establishment of an engine boiler deacidifying plant at the Seddin

shops was organized.

Negotiations were conducted with the Bernsdorf Ironworks concerning the purchase of parts for three coal-dust grinding mills. A contract for the construction of a coal-dust mill at the Halle G shop was discussed with the Bernsdorf Works and with the Carbon Separator Company (Kohlescheidungs-gesellschaft) at Zeitz.

The foundation was laid for a coal-dust bunker plant at Shop Halle-G and work was begun on the coal-dust mill at shop Halle-G.

At the Erfurt Central School an instruction course of several days' duration was set up for the purpose of training operators of water-softening plants.

Monthly quotas were fixed for repairs of technical plants of the maintenance shops and a report was submitted to the SMA, covering repairs performed during the month of March.

E. Motor Vehicle Service

The rate of repairs required by motor vehicles of the German Reichsbahn continues to be high. It is very difficult to procure replacement parts. During the month of April no motor vehicle tires were issued by the Directorate General for Motor Transportation.

IV. Construction Matters

Sub-structures and super-structures

Work has been completed on the south section of the Zossen-Schönefeld (Kr. Teltow) detour. The Schöneicherplan junction has not yet been constructed.

All track laid for the extension of the marshalling yards Frankfurt/Oder was turned over to operations with the exception of the looped siding.

The connecting curve Beelitz Heilstätten-Lia was also completed and put in operation.

Work was begun on the sector Mittenwalde-Königsruherhaus-n-Cramow.

In the Dresden Sector (ore mining area) work was essentially completed. Reconstruction of track ^{102 m on the} ~~1~~ Niederschlema-Wilkau-Hasslau, ^{line} and preliminaries for the reconstruction of track for the Zwönitz-Stollberg sector were started. 42 men were assigned to the reconstruction of the Berlin ^{North-South} ~~North-South~~-S-Bahn tunnel. At the building project "Landwehrkanal" concrete construction is still in progress at the northern sluice chamber while work at the southern sluice chamber had to be held up due to shortage of cement. At the building site "Unter den Linden" water is supplied by 19 ^{deep} wells. Construction of supports, particularly at the bottom of the tunnel was carried out without interruption of operations. In connection with the reconstruction of the Main Railroad Station at Leipzig the 26 m high hall of the east wing is now being repaired; first consideration is to be given to the rebuilding of the ceiling coffer top. The roof covering of the west wing has been completed with the exception of plumbing details. Reconstruction of the badly damaged west hall has been ^{started} ~~began~~. Due to cement shortage, transverse platforms have not been covered with floor slabs nor could sumps for buffer stops be installed. The sector Pritzwalk-Meyenburg has been completed but for minor finishing details pertaining to track installations; it will be turned over to operations soon. In connection with the reconditioning of the ferry installation at the harbor of Sassnitz construction of the ferry-slip training walls is under way. The necessary lumber has not yet been fully supplied. Incidental to the reconstruction of the Zehdenick (Mark) - Templin sector one km of track was levelled and 750 m of track installed. In connection with the extension of the marshalling yards at Magdeburg-Buckau track 73 of the RW group and track 8 of the E group have been completed.

In order to facilitate through traffic, another crossing point (Fröttstedt, Sector Erfurt) has been added. Maintenance service for tracks and switches was continued. Targets were met ~~at the~~ ^{as follows:}
~~following:~~

Changing of switches	112 percent
Changing of rails	80 percent
Changing of ties	100 percent
Renewal of ballast	100 percent
Relaying of track	102 percent
Projected overall maintenance	95 percent
Minor maintenance services	100 percent

Construction of Bridges

Havel bridge Caputh: The finishing jobs, comprising construction of pedestrian path, covering of bridge drive-way, etc. are still in progress.

Havel bridge Lehnitz: Preparation of the building site and hauling to the spot of steel construction parts salvaged from the remainders of the old Elbe bridge "Hänerten" has been started.

Spree bridge Beeskow: Operations for the reconstruction and reinforcement of the bridge for use of locomotive series 5 A have been begun by the steel construction train of the Berlin Reichsbahn management.

Havel bridge Fichtengrund (Oranienburg): Preparations (clearing away of debris and erection of framework) have progressed to a point when operations for the raising of the blasted superstructure may commence.

Mulde bridge Bitterfeld: Work towards the reconstruction of the second track (in the direction of Berlin-Halle) of the heavy arched bridge has been resumed with increased efforts to obviate as soon as possible the only bottleneck along the otherwise double-track route Wittenberg-Halle.

Elstertal bridge Jocketa: The finishing operations of building section 2b (reconstruction of the main arch) have been completed. Contract for the construction of the lower supporting arches has been let.

Above-Ground Construction

Building section 1 of the station building Berlin-Schlesischer Bahnhof (west wing with waiting rooms) was turned over to operations

16 April. Work in connection with building section 2 (main concourse) and reconstruction of overpass arches of the long distance railroad was continued. Approximately 400 workers were employed in the project.

Other sizable projects, such as the Berlin Friedrichstrasse station, the Berlin building of the Reichsbahn long distance signal system, the stations buildings of the Leipzig and Magdeburg main railroad stations, were promoted as planned. Planning and technical preparations for the new project "Kulturhaus der Reichsbahn" were continued.

Building projects for the Reichsbahn repair and maintenance shops are progressing as planned. Important building projects, such as the locomotive repair shop at the Cottbus repair plant and the boiler foundry at the Zwickau repair plant are so planned that completed sections may be turned over to the operations management.

Safety Devices

All possible efforts are being made to obviate war damages. 45 km of line were installed with semi-automatic safety signal blocks. Signal towers for 47 electrically and 34 mechanically operated switches were constructed. Furthermore, 10 electrically and 31 mechanically operated main signals were installed, connected with the signal towers and put in operation.

Long Distance Signal Stations

The following operations were carried out in connection with the repair and renewal of long distance signal stations:

- 2,121 km telephone and telegraph lines and
- 3,811 km cable lines were repaired,
- 261 km overhead lines were produced,
- 65 km telegraph lines were returned to operation,
- 225 telephone instruments,
- 10 Morse instruments,
- 3 Start-stop apparatuses and
- 2 Switchboards were installed.

V. Matters Pertaining to Railroad Shops

Personnel Department

During April three trips were taken viz. to Magdeburg, Halle, and Leipzig for the purpose of ascertaining facts concerning manpower requirements and consumption.

Placement were continued throughout April.

Personnel Status as of 1 April

WI	WII	WIII	WIV	V	WVI	WVII	WVIII	WIX	WX	WXI
17	15	14	7	-	15	35	7	9	11	15

Responsibility for personnel concerns of the Reichsbahn Repair Shops is being transferred from the Reichsbahn directorates to the Economic Directorate.

The Shops were ordered to suspend recruitment of labor.

Detailed elaborations and dispositions were prepared for transmittal of Order 234 to the various Reichsbahn Repair Plants. Details of competition open to all Reichsbahn Repair Plants, including explanation of the point system, will be discussed 29 April 1949. An SMA Order concerning the status of the competitive system and activist movement within the Reichsbahn Repair Plants was executed. A survey was made of personnel, financial, and operational achievements for February and March, for awarding of bonuses. Blank forms were set up to be used in reporting to the Main Traffic Administration as per Order No 234.

Administrative Department

Setting up of standard operating procedure, of official business directives for the Economic Directorate of the German Reichsbahn, as well as official directives governing written communications of the shop directorate and the repair plants. Establishments of a messenger service for Repair Plants Tempelhof and Grunewald. Preparation and holding of meetings of plant directors and commissions for competitive awards.

Contracts for vehicle repairs, entered into with the Altenburg Railroad Coach Factory, the Fraitzel Mechanical Workshops, and the Universal Plant at Dresden were properly terminated as of 30 April 1949 and 30 June 1949 by order of the SMA.

In cooperation with the press office of the Reichsbahn Traffic Administration

any and all expenses

A different method of clearing between the ZBA and the Railroad Repair Plants was ordered. The repair plants were instructed to submit a report each decade covering the status of vehicles turned out a) by the Reichsbahn Repair Shops and b) by industrial plants.

Establishment of an administration for supplies and ~~xxxxxx~~ maintenance services.

Finance Department

Drawing up of 23 balance sheets, debits and credits, as of 28 February 1949. Computation of the profit and loss figures of the 23 Repair Plants as of 28 February 1949. Calculation of claims and obligations due from the ZBA [Tr: Probably a Central Finance Office] and of claims due the Repair Plants by the Reichsbahn directorates. Issuance of credit advices in favor of the Repair Plants and debit advices ~~xxxxxx~~ charged against the Reichsbahn directorates. Instructions were issued to the directors of the plants concerning adherence to financial discipline as established, and prohibiting any and all spending in excess of existing funds.

A different method of clearing between the ZBA and the Railroad Repair Plants was ordered. The repair plants were instructed to submit a report each decade covering the status of vehicles turned out a) by the Reichsbahn Repair Shops and b) by industrial plants.

Setting up of a production quota and financial plan for 1949, by order of the SMA. The household budget as well as the financial plan for the plants was established.

method
new ~~system~~ for calculating the yield of the plants was devised.
An ~~new~~ accounting ~~with~~ system for the main fiscal office of the controlling Economic Division (~~xxxxxx~~ ledger and cards for each account) was instituted.

Planning and Statistics

Essential ~~figures~~ were ~~xxxxxx~~ determined on the basis of the monthly reports "Results of Operations" submitted by each of the 24 Repair Plants.

These figures were evaluated in the light of SMA and WD objectives.

The operations schedules of the various departments were compiled as a basic survey for the convenience of the president of the DRWD [German Railroad Economic Division].

Three persons were assigned to staff division on a short term basis for the purpose of calculating the improved and more detailed figures in connection with the planned material quotas for locomotives and cars.

Further research was done in connection with information blanks to be sent out in order to ascertain the operational activities of the various RAW's.

Participation in the Conference at Schoeneweide concerning work remuneration and determination of norms. Participation in the discussion between the DRWD and the management of the RFB [Reichsbahn Finanz Bureau - Finance Office] at Schoeneweide concerning the taking over of the RFB by the DRWD.

Compilation of "Results of Operations" for the first three months of the calendar year 1949, in connection with the statistical report of the 1949 Economic Plan.

Department of Materials

Some noteworthy arrivals of materials during the current month have been recorded. Several carloads of carwheel tires with an inside diameter of 870 mm were received. They were immediately forwarded to the RAW's Getha, Delitzsch and Magdeburg. Inasmuch as the inside diameter of these tires is too large, they are ~~unsuitable for use on locomotives~~ constitute merely ~~an makeshift expedient~~ a makeshift expedient.

From the Hettstedt plant we received 21 t stay-belt copper and 30 t copper plate which were distributed among the locomotive repair plants with the approval of the SMA and the Directorate General.

During April 35 t white metal WM 10 was delivered ~~by express train~~ ^{by rail} ~~to the Hettstedt plant~~ ^{to the Hettstedt plant} ~~for the repair of locomotives~~ ^{for the repair of locomotives}. It does not ~~in any way~~ obviate the existing emergency. ~~However~~. Considerable quantities of important replacement parts for locomotives and cars were ordered from the ZBA but only a very small

portion was delivered.

The following allocations may be reported for the second quarter:

Paints and lacquers	221.5 t	
Roofing board	110 000	m^2
Heavy glass	90 000	m^2
Other glass	62 000	m^2
Cut lumber	18 000	m^3
Plywood	18	m^3

Of these 320 ~~cm~~ were actually drawn for RAW Tempelhof and 1 075 ~~cm~~ for RAW Brandenburg, for further processing.

At the beginning of April 16.17 t high grade boiler electrodes were received. 10 t have already been issued to the locomotive RAW's. The balance is being held, at present, as a reserve against requirements of extreme urgency. The supply of oxygen was satisfactory. Oils and fats are still highly rationed. Corrected and more detailed figures covering planned quotas of materials needed for locomotives and cars were computed and submitted to the ZMA.

The prepared forms and extensive nomenclature to be used in connection with the ascertaining of requirements were sent to the printers. The RAW's which have to convert the 3 000 flatcars into open boxcars continue to send in their /requirements applications which must be processed for forwarding to the ZBA.

In Brandenburg a large depot of surplus stock is being set up. Extensive preliminary operations in this connection are now taking place.

Technical Department

Work Methods

Centrifugal Steel Casting: Preparations for the centrifuge experiments ^{evaluation} ~~proper~~ are nearing completion. The machine is ready for operations, mounted ~~in~~ on a specially constructed base, the power generating plant (direct current generators) is also ready for operation and is presently being installed.

The casting molds and the centrifuge head will be mechanically completed within a few days. By the end of April the entire apparatus will be in working order and centrifugal experiments are scheduled for the beginning of May. The entire experimental program, including the necessary printed blanks has been submitted in draft form and is presently being discussed by the firm Lass in Leipzig.

Work Cooperative "Boiler Forge": The meeting of the Work Cooperative "Boiler Foundry" which was scheduled to take place the end of April has been postponed to 3-4 May. Drafts for 4 working directives have been completed and will be dealt with by the next meeting.

Machines and Tools: The RAW's were allocated 9 new, 5 reconditioned and 2 "equalized" (obtained by equalization) tool machines, as well as 11 reconditioned electric motors.

4 tool machines and 7 electromotors were turned in for reconditioning.

Car index inventories of machines on hand have been set up for 4 RAW's.

Construction of Appliances: Construction of 6 appliances have been perfected, 8 appliances are in process of work.

2 suggestions for improvements have been experimented with and accepted,

20 are being tried and 4 new proposals have been received.

As for construction plans, 1 has been processed conclusively, while

43 are being worked on. 4 new construction plans have been received.

Work Organization and Scientific Plant Management

Plant Organization: The manpower requirements for carrier repairs were determined on the basis of new aspects, on the one hand by changing

the expenditures under entry No. 9 to entries Nos. 3,4,5,6, in the same proportion as applies to expenditures under entries Nos. 1 and 2, on the other hand by omission from the calculations of expenditures under entry No. 2.

The new values are compiled separately, according to RAW's handling only locomotives ~~and cars~~, and mixed RAW's. Evaluation of RAW reports in connection with the new form 11a, ~~towards a~~ further rectification of values, is in progress. Work has been begun on plans received for overall and operational organization of the RAW's with the aim of a centralized ~~form~~ organization of RAW's.

Administrative directives for the Shops Directorate, ~~stand~~ standing orders for the departments or divisions, and guiding principles for procedure ~~in reporting~~ and disposal of administrative matters have been drafted.

Labor norms: Control of labor norms was continued, ~~primarily~~ or rather carried out at the RAW's Eberswalde, Zwickau, Chemnitz and Dresden. RAW Potsdam was visited a second time, in this connection. The results have been set down in reports.

The Hennecke Activists achievements were further observed; ~~there was~~ for no increase was noted ~~during~~ the month of report.

System of Reports and Forms: A table was compiled, showing average hourly piece-work earnings at the RAW's for the months of October, November, December, 1948 and January, February and March, 1949. Supporting evidence and examples were compiled for use by the Conference on "Piece-Work Pay" at RAW Schoeneweide.

A report concerning the Hennecke Movement at the RAW's was submitted to the SMA, together with a table of proven norms at the RAW's as of 31 March 1949 and ~~submitted~~ an identical report submitted on special printed forms.

Reports
Commission: For the Railroad Workers' Collective Contract:

Work characteristics were established, on hand of examples, for the three pay categories ~~working~~ ~~expansion~~ ~~expansion~~ ~~expansion~~ skilled labor,

unskilled labor, inspection.

Printed Forms: 3 sections of the questionnaire have been re-drafted.

System of Documentation is subject to new regulations and new printed forms have been set up.

Work Layout: In order to speed up preliminary arrangements as much as possible the RAW's have been given further guidance and flow charts for certain RAW's were drafted on the spot.

Technical Controls (System of Inspection and Delivery): Locomotives and cars have been evaluated on the basis of figures submitted. A survey covering the status of the inspection and delivery system is still in preparation. Some of the mechanisms and appliances for inspection of materials have been secured. The Bureau of Material Inspection has been staffed with personnel of the RAW Magdeburg; this RAW has also been made responsible for the functioning of the new office as of 1 May 1949.

The ZBA's documents on welding have been given preliminary examination. Steps have been taken towards the reconstruction of a supervisory system for welding techniques.

Inventions and Exchange of Practical Experience:

Suggestions for improvements: Up to 20 April, 25 suggestions for improvements were received. It is estimated that 10 more proposals of this kind will be received by the end of the month. The Main Traffic Administration authorized DM 3 580 to be paid in premiums for 16 proposals, and premiums for 16 further proposals will be paid from funds of the RAW's. In connection with the exchange of practical experience, 16 proposals have been recommended to other RAW's for exploitation. Premium tenders for 9 further proposals have been submitted. The back-log of unprocessed proposals for improvements has been brought up to date so that all proposals received may receive

immediate

attention. Printed forms to be used for uniform processing of proposals have been sent to the plants to enable them to accelerate premium allocations.

Locomotive Department

Locomotive repairs (by pieces) without special carriers: for April

Monthly target 10 80, Completed 45 72 per cent, L2 target 95,
completed 39 41 per cent, L3 target ⁶⁰ 32%, completed ³⁷ 62 pct.
L4 target 70, completed 39 56 per cent, total monthly target
305 pieces, completed 160 pieces 53 per cent instead of 66 2/3 pct.

add special carriers

Monthly target in pieces 10, completed 4 40 per cent, in RE
monthly target 8.4, completed 3.3 39 percent instead of 66 2/3 pct.

Underfulfillment of quota in April and the noticeable decline as compared with March are due to increasing lack of ~~timexuhishay~~ tires, heating pipes and smoke flues, and electrodes.

Work already begun on locomotives had to be discontinued due to lack of heating pipes for 17 locomotives, tires for 2 locomotives, brake-shoes, steam cylinders, axles for 4 locomotives.

Planned work on a number of locomotives could not be started ~~shaxdx~~ on account of missing parts, so that failure to meet the target was partly due to shortage of locomotives.

Of the 160 locomotives repaired in the period from 1 to 20 April, 37 were subject of complaints by the plants, ~~assessing~~ Most of the defects mentioned were minor and could be rectified by the plants themselves. At the RAW Chemnitz one locomotive was ~~refused~~ by the receiving official. (turned down)

1 locomotive was returned to RAW Zwickau by the plant, for additional work.

Inspection of the 100 locomotives at the locomotive repair park has been nearly completed.

REJECTION CERTIFICATES
~~Planning~~ must be issued before the locomotives can be ~~sent~~ ^{intended}

sent by the RAW's.

Car Department

The plan for inspection and repair of cars during the first two decades of April was fulfilled by the following percentages so far as number of units are concerned (applicable to the period indicated):

a) Freight cars	G 2	G 4	G 5		tog.
	167	91	102		103
b) Passenger cars	P 2	P 3	P 4	P 5	tog.
	75	165	56	43	94
c) S-Bahn cars	ET 0	ET 2	ET 3	ET 4	tog.
	75	24	0	0	33

Compared with the previous month, these figures generally indicate that the strict planning discipline introduced in April ^{is already} reflected in the fulfillment of the plan. The considerable overfulfillment in repair group G 2 is due to the great number of such cars received from the operations plants, while G 4 carriers, on the other hand, could not be furnished in sufficient numbers. In the case of passenger cars there was inadequate diversion to repair group P2; repair group P3, however, was overfulfilled. Underfulfillment of repair groups P4 and P5 is due to the great expenditure of labor in connection with these carriers. It may be assumed that ^{by the end of the month} a considerable increase will ^{have} taken place. In connection with S-Bahn carriers, the great amount of work which must be expended for the heavily damaged groups also results in the fact that these carriers will not be finished until the end of the month. Furthermore, RAW Schoeneweide ^{additional} has been commissioned with the task of painting 200 S-Bahn carriers, both inside and outside.

Apart from planned operations the plants had to carry out special projects during the month of March, as will be shown in detail later.

The ^{exercise} ~~main~~ of the Department ^{is chiefly} ~~mainly concerned with~~ the technical operational planning and directing of carrier repairs, with immediate decisions concerning all ^{current} problems arising in this connection. Beyond ^{this}, ~~that~~ essential attention is given the following problems: The project

on schedule
for renovating passenger cars was completed ~~at the rate of 1015 cars~~ instead of the planned 1000.
~~at the rate of 1015 cars~~

The planned quota for May had to be frequently gone over and ~~now~~
redetermined in line with the planning discipline, taking into considera-
tion the allocation of materials and the fact that the continued
reduction in use of private plants places the burden of past per-
formance of such plants on the RAW's.

The special project of fitting up 100 refrigerator cars for butter
transports from the Soviet Union was completed on schedule during the
first days of April. A new order for 50 more such carriers was com-
pleted on schedule in 2 days of 24 hour shifts, 20 and 21 April.
~~Work~~ Operations in connection with the development and construction
of a superstructure and locomotive measuring car have been continued.

Three sleeping-cars and a diner have been equipped according to pre-
war standards, for north-south traffic between ~~Copenhagen and Prague~~.
Copenhagen and Prague. The work was completed on schedule and turned
over to operations 15 April. Work on another ~~dining-car~~ is in
progress and will presumably be completed 15 May.

4 cushion-upholstered cars for international service have been fitted
up according to pre-war standards.

The carriers of the 6 Blue trains D 1/2 Berlin - Brest were processed
~~according to~~ *according to* ~~the~~ peace-time standards as of September 1948. The remaining 19
cars are still in work at RAW Delitzsch.

Of the 200 S-Bahn ^{new} carriers at RAW Schoeneweide for the purpose of ren-
ovation (interior and exterior paint jobs) 52 will be fitted with ^{a new type of} ~~new~~
wooden benches to replace the destroyed upholstered seats in the 2nd
class compartments.

The firm Ambi-Budd ^{built} ~~constructed~~ a sample carrier in connection with
the proposed project of constructing open box cars with improvised

covering, for the transport of potash.

Production and Processing in Reichsbahn Shops

Preparation of blue-prints and performance charts of self-producing in progress shops is ~~underway~~ and will presumably be completed in draft form by the end of this month.

According to a ZBA report concerning replacement parts for feed pumps, the Central Operations Administration is unable to procure replacement parts of any kind. The report on air pumps has not yet been received. As the result of a telephonic inquiry immediate action was promised.

Control of the foundry output was specified in Order W X.011/1/49.

Examination of the foundries Brandenburg-West, Chemnitz and Meiningen for the purpose of increasing efficiency and with a view to extension or shifting of plant is in progress and has been concluded for Brandenburg-West, Chemnitz, and Halle.

Procurement of man-power for the foundries in particular and the self-producing shops in general was thoroughly discussed and it was decided that no changes in numbers of workers employed by the RAW's will be authorized until after the end of May.

RAW Chemnitz is planning to increase self production of stop block bases to 500 pcs per month; however, this will require a reduction of stop block processing, i.e., RBD Cottbus and Erfurt will have to turn over part of this work to RAW Delitzsch.

The component parts of the rolling mill train Walzwerkstrasse Dresden have been distributed to all RAW's. Due to the new construction the original distribution ^{if some parts} has been changed ~~for some parts.~~

In connection with the procurement of locomotives certain readjustments became necessary, inasmuch as the type 50 locomotives made available turned out to be unnumbered 94's (old French type). ^{At present} ~~Presently~~ type 52 locomotives with ingot frames are available. ^{Tr:} ~~Tr:~~ Next sentence of original document obviously garbled and not translatable.

An inspection was made of the central turning shops at Magdeburg. A number of essential production improvements were effected.

Reconstruction of the hydraulic press has not been started due to failure to receive blueprints and drawings from the firm Wumag. The Technical Division advises that all preparations have been made for the immediate re-construction of the press.

Section W VII has been commissioned with the procurement of three 20 kw motors for processing in Magdeburg of 3 mechanical ~~forges~~ ^{Foundries} for the projected ZS [Zentral Schmiede? - Central ~~Forge~~ ^{Foundry} Brandenburg-West.

with consideration
Plans have been completed for the central shops Brandenburg-West on the ~~premises~~ of recently vacated premises. Funds for equipment must be applied for. The necessary cost estimates have been solicited by Brandenburg-West.

Funds for the construction of the foundation for the 500 kg pneumatic hammer have been included in the works list and will presumably be approved.

The second mechanical forge for RAW Brandenburg-West will be completed by the end of the month.

A monthly quota for "Central Processing" was established for RAW's handling various types of work and unprofitable processing shops were ~~deactivated~~ ^{deactivated} in order to cut the cost of processing. Priority was given to the planning of work schedules and set dates for the processing of flexible hose, drags, valves, pyrometers and manometers.

In conjunction with the setting up of a monthly quota special attention was given to the procurement of coupling parts and screws for brake pipes, inasmuch as this matter was not sufficiently stressed by the ZBA. The time schedules as submitted by the various RAW's had to be altered in order to prepare an effective work flow for processing operations.

Plans were worked out for the transfer of the bearing spring ~~large~~ ^{foundry} drawn up from Chemnitz to Brandenburg-West on hand of the newly ~~submitted~~ shops plan.

The set-up for the processing of spiral and taped spring mechanisms at RAW Bln Warschauer Strasse is being worked out on hand of a newly ~~submitted~~ ^{submitted} time schedule. A circular letter was sent to all RAW's in order to establish the ~~monthly~~ ^{processing} requirements for spiral and ~~taped~~ ^{winding tape} mechanisms, as well as to ascertain loss of such springs.

Deactivation of the manometer shop Brandenburg-West was completed. ~~xxxx~~

~~xxxxxx~~

Processing of grease guns and oil barrels was transferred from Brandenburg-West and Tempelhof to Stendal, in order to fully exploit the facilities of the last named place.

At RAW Brandenburg negotiations were initiated concerning the ~~processing~~ ^{transfer} of pump processing to another ~~xxxx~~ plant installation, to make way for a second centre for the northern part of the zone. In this connection it was also decided to transfer the processing of heating hose couplings to other premises.

Inasmuch as the question of tool machines has not been given adequate attention in the past, discussions were held with the ZBA with ~~the~~ ^a view to ~~xxxx~~ making Sections W VII and W X solely responsible for the future processing of tool machines. Apart from ~~the~~ complete clarification in the matter of funds there seems to be no obstacle in the way of carrying out these changes by the end of this month.

Due to the shortage of high-quality steel a delivery plan was evolved for the utilization of axles originating from the 4 200 unserviceable sets of wheels and pertinent instructions for the stripping of these wheels were issued.

On the basis of reports received from RAW's Halle and Dresden, according to which the processing of small tanks had to be suspended because no RBD orders had been received, various negotiations took place with the Finance Section of the Main Traffic Administration. No agreement was reached at this time inasmuch as, according to FVV-Finance, the SWA had ruled out funds.

Building Department

Wood Drying Plants

Construction (title 14.4.3*) of the wood drying plants at the carrier RAW's is nearly completed.

Mechanical equipment (title 15.4) of RAW's Dresden, Gotha, Eberswalde, Jena, and Magdeburg for altogether twelve chambers is being mounted at present. At Cottbus mounting has been completed.

Mechanical equipment for the remaining 14 chambers will be delivered in May, so that the project as planned (29 chambers) will presumably be finished the end of May or beginning of June.

The RBD's were asked to submit names of suitable technical personnel to be trained as boiler inspectors; new training courses are contemplated.

At RAW Warschauer Strasse a transportable carbide bunker of 1 cu m capacity is being built and tested. Upon completion of the try-out a construction drawing will be forwarded to the RAW's so that they may be able to copy the bunker.

Control of Energy Consumption

10 RAW's have formed a working cooperative called "Energiewirtschaft" which functions on a competitive performance basis. A meeting of this work cooperative was held at RAW Leipzig with a view to achieving the

Energy Control

greatest possible conservations ^{along} in the entire range of energy ^{control} economy.

The central heating plant of RAW Brandenburg-West was subjected to a thorough inspection with a view to lowering the currently high cost of steam per ton and in order to place the boiler-house plant on a more economic basis.

Evaluation of the RAW's energy consumption reports and the compilation for 1949 is being continued.

Accident Protection

On 7 April 1949 the ⁵safety engineers of 10 RAW's convened at RAW Gotha for the purpose of exchanging experiences concerning competitive performance under the two year plan. It is intended to form two working cooperatives as part of the "Arbeitsschutz" [Work Safety Protection] composed of safety engineers of the 24 RAW's; these ^{a different} groups to meet approx every 8 weeks at ~~another~~ RAW, for the purpose of comparing experiences.

RAW Motor Vehicle Traffic

Tire requirements for trucks and passenger automobiles as reported by the RAW's were forwarded to Section E III of the Directorate General.

Among the battery replacement parts for electric trucks received from Section W VI were 10 complete electro-truck batteries which were distributed to the plants according to urgency of requirement.

Negotiations with the SMA concerning determination of building projects as itemized in detail in the 1949 list were continued. Efforts were made to gauge the extent of work to be done and the allocation of funds in such manner as to make it possible for the various projects, or sections of projects, to be completed and put in operation within the current year. Accordingly, the following larger projects will be finished during this year:

RAW Warschauer Strasse: Car Shop 1 and boiler-house, RAW Potsdam: new car shop and east section of boiler house, RAW Cottbus: 1st section of the building project for a new locomotive repair shop, RAW Dresden: Car repair shop 1, Ventilator shop and rolling mill, RAW Zwickau: training shop and section 1 of the new boiler foundry, RAW Jena: car repair shop 1, RAW Halle: ~~refectory~~ refectory, RAW Leipzig: another section of the car repair shop, RAW Halberstadt: 1st section of the turning shop, RAW Magdeburg: car shop and community building, RAW Wittenberge: repairshop 1 and heating boiler plant.

According to the present status of the corrected list of 1949 building projects on file with the SMA, total funds applied for will be distributed as follows:

	up to DM 50 000	Bldg. Proj. 50 000 - 250 000 DM	in excess of 250 000 DM	together DM
Locomotive rep. plants	630 000 -	320 000 -	2 974 000 -	3 897 000 -
Car repair plants	723 000	248 000 -	4 080 000	5 051 000-
Together:	1 353 000 -	568 000 -	7 054 000	8 948 000

(Note: above figures incorrect as copied from original document)

Written confirmation of the 1949 projects lists has not yet been received.

As a result of radical curtailment by the SMA of funds originally applied for, a number of equally important projects, e.g., stoking shed at Meiningen, heating boiler plant at Eberswalde, works kitchen at Leipzig, transformer station at Halle, apprentice shop at Halberstadt, etc., at the proper time, could not be included in the list. It is planned to request ~~that the means required~~ that the means required ~~for these projects~~ for these projects be issued from the Reserve Fund which the SMA is planning to set up.

Funds expended for reconstruction of RAW'd in the three-months period from 1 January to 31 March 1949 amounted to a total of DM 3 253 010 for title 14.4 and 15.4 or approx 36.3 per cent of total funds requisitioned for RAW building projects for the year 1949; which constitutes

an overfulfillment of 45 per cent.

Expenditures under the two titles were as follows:

a) for Locomotive Repair Plants:

funds allocated DM 3 097 000. - funds expended DM 1 638 390 - 42 per

b) for Carrier Repair Plants:

funds allocated DM 5 051 000.- funds expended DM 1 624 620 - 32 per.

The greatest parts of these funds (with regard to both titles) were expended on behalf of RAW, Chemnitz, Cottbus, Zwickau, Dresden, Warschauer Strasse and Leipzig, proportionate to the order of listing.

← VI. Materials

Storing

racks

At central warehouse Kirchhaiser 154 ~~fixtures~~ racks have been constructed and set up to date. Preparations are being made for the building of further shelving. The removal of rust from stored supplies and other conservation processes are being continued.

18 000 DM have been allocated in the 1949 works list for the putting up of additional coverings.

In connection with the extension of the central warehouse of the Muldenstein power plant, RAW Magdeburg - Buckau, and the former army clothing depot Erfurt building permits for subject titles have not yet been issued.

The Materials Section of RAW Berlin-Warschauerstrasse has been examined. Discovered defects are being rectified and followed up.

Distribution of Materials

Materials and replacement items:

On 23 April 1949 the RBD's received the necessary papers for the reporting of requirements for the first half of 1949. An application for type requirements must be submitted together with the quantities requirements application.

The allocations for the second quarter (partly allocations for the

entire year) of the Main Traffic Administration were distributed among the three traffic carriers. The requisition of the Mitropa for china and utensils and other supplies necessary for the equipment of dining and sleeping cars could be fully met.

On 14 April the RBD's ^{gave} made their first extended reports (about 230 items) concerning stocks on hand, receipts and consumption of rationed materials to the SMA, as per Order No. 22/2060.

The supply of a number of important "scarce" materials is reflected in the following compilation:

	allocations for		actually issued	
	1st $\frac{1}{4}$ of '49	2nd $\frac{1}{4}$ of 49	according to status of 20 April 49	
			1st $\frac{1}{4}$ 49	2nd $\frac{1}{4}$ 49
White metal	7 t	9.5 t	7 t	-
Tin up to 4 mm	70 t	66 t	70 t	-
Nails	120 t	93 t	4.04 t 1,275 t fr. int. res.	-
Rivets	144 t	36.2 t	-	-
Screws, nuts	144 t	146 t	-	-
Wire cables	-	-	-	-
Electrodes		105	-	-
Heating tubes		-	50 t imp. fr. P'ld	-
Elec. Bulbs (for gen. use)	106 000 DM	599 000 DM	105 986 DM	76 000 DM

Service Coal

April service coal allocations

anthracite	55 000 t
brown coal briquettes	560 000 t
crude brown coal	35 000 t
coke	<u>700 t</u>
together	630 700 t

Of the 39 000 t stone-coal allocated from Silesia only about 5 000 t were delivered.

Oils and Lubricants:

During the month of April considerable difficulties ensued in supplying the Reichsbahn with lubricating oils due to stoppage of crude oil deliveries. The Mitzkenderf Mineral Plant did not issue axle oil until 16 April and tank cars had to be picked up with special locomotives by the various RBD's. Shortage of crude oil also resulted in the supply of other important oils ^{remaining} being far below monthly requirements. Negotiations for imports from abroad have been instituted, in order to relieve the lubricating oil situation.

Implements and Tools:

A considerable number of general tools and implements could be distributed to the RAW's and RBD's during the month. Distribution was on a pro-rated basis to all shops, according to reported requirements.

The fact that various shops did not receive large enough ~~stock~~ allotments may be traced to the fact that their requirements were very large, or ^{an} that unexpected increase in requirements took place or that other special projects have to be carried out. The shunting plants were supplied with 450 new stop blocks (cast iron) during April 1949.

Scrap Materials

The control and sale of scrap continues this month. A primary source of recovering much usable material for the Reichsbahn is the dismantling of cars, which also makes available scrap, to be turned over in compliance with Order 106. From the date of the breakdown in 1945 until the end of February 1949 a total of 13 249 cars have been ^{rejected} ~~marked~~ and dismantled. According to figures of 20 February 1949 there are ~~xx~~ ^{rejected} ~~xx~~ ^{could} further 3 871 ~~marked~~ cars, 10 per cent of which may be reconstructed for purposes of the Reichsbahn. The balance will be dismantled. Usable parts to be redelivered are estimated at about 50 per cent of the weight of the cars, i.e., approx 3 t per car. For the second quarter of 1949 the Reichsbahn has already ~~marked~~ been

allocated 730 t of cast metal scrap ~~immediately~~ to be used in filling orders for castings. This quantity amounts to 21 per cent of the 3 481 t calculated for the second quarter.

A new scrap metal concern had to be employed for deliveries to the casting foundries in the districts Brandenburg and Mecklenburg, because of difficulties with the ~~old~~ procurement agency.

In order to make internal material reserves available to all districts, lists are being compiled and distributed to the various RBD's to facilitate requisitioning. Distribution proper will be handled by the various technical departments. Inquiries for rejected cars continue. However, most of the applications have to be declined as the ~~carriers have~~ ^{defunct carriers must} be exploited for ^{broader} ~~small~~ purposes. Only in very special cases has a sale been negotiated, with the approval of the pertinent technical divisions. By order of the SMA 30 Gm-cars have been sold to the Riesa Iron Works. These carriers are presently located at the car factory Busch-Bautzen.

The following sales were made:

Iron and steel scrap	10 618.819 t = DM 207 437.10
Cast metal scrap	400 t = DM 17 050.00
5 rejected cars	" DM 8 000.00
	tog. DM 232 487.10

VII. Personnel Matters.

Personnel consumption within the Soviet Zone according to a census of ^{28 February} ~~2 August~~ 1949 amounted to a daily head count of 234 007. ^[Tagewerkskopfe]
This equals 984 persons per day less than ~~in~~ the previous month.
ⁱⁿ
The reduction of manpower consumption can be traced to a considerable increase ⁱⁿ sick-leave.

^{manpower}
As of date of census there was a reserve of 8 960 trained replacements.

VIII. Administrative Affairs

By order of the ^{DWA} secretariat, ~~dated~~ dated 9 March 49, it is stipulated that beginning 1 April 1949, 110 railways and 2 repair plants not owned by the Reichsbahn would be absorbed by the latter for administration and exploitation. Privately owned branch railways (coal and supply lines) connecting with industrial plants and harbors) do not come within this category. The ruling of the DWA does not constitute expropriation; however, most of these have already been expropriated by the ~~lander~~ and converted to people-owned enterprises. As such they will continue to be considered the property of the people. The remaining 34 lines are owned by the ~~lander~~, Kreise or organizations of public law. The Director General of the Reichsbahn has been commissioned to carry out these changes. The Main Traffic Administration of the DWA has issued the pertinent regulatory measures on 25 March.

On 14 April 49 the Main Traffic Administration held a zonal conference at RAW Schoeneweide in which the ^{basic} principles of piece-work wages were discussed. The debates led to the passing of a resolution which will be the guiding factor for future developments.

IX. Financial Affairs

Income for operations of the GD Reichsbahn in the Soviet Zone of Occupation for the month of February, 1949, amount to ~~101,409 million DM~~ ^{is} 101,409 million DM. This amount ~~is~~ broken down as follows:

a) Passenger and baggage traffic	52,021 mill DM
b) Freight traffic	43,570 mill DM
c) other income	<u>5,818 mill DM</u>
together	101,409 mill DM

Expenditures according to the ordinary budget of the Reichsbahn for February amounted to approx ^{105,729,900.} ~~101,409 million DM~~ DM. Therefore, after deduction of income there remains a deficit of approx. ^{4,320,900.} ~~4,320,900.~~ DM.

Supplements for HV Traffic as well as for the Directorates General of Shipping, and Motor Traffic and Highways amounted to circa 800,000 DM for February 1949.

Under the extraordinary budget approx 4,588,000 DM were expended in February 1949, in accordance with approved works lists, making a total of approx 90, 245,000. DM since 1 April 1949 Fig 7.

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